



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

[WWW.1937and1938Buicks.com](http://WWW.1937and1938Buicks.com)

## -- Warning Notice --

The mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

## -- Copyright Notice --

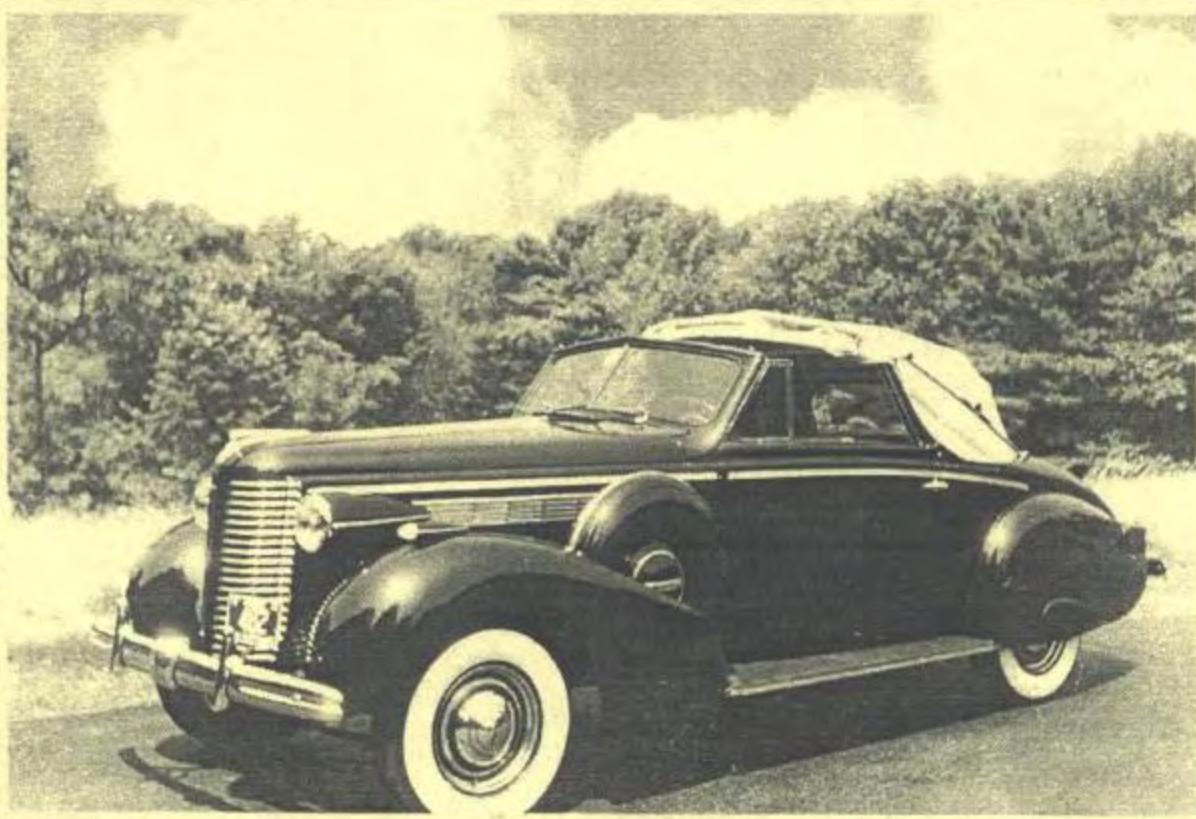
All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be downloaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.

THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

# TORQUE TUBE



VOLUME XIX • NUMBER 3 • JANUARY/FEBRUARY 2001



# The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

This issue marks the eighth year I have been the Editor of the **Torque Tube**. This is a volunteer job for which I receive no pay. I do it because I enjoy it. My pay is the nice comments I receive. But I could not do it without Dug Waggoner's help. He is the Art Director and also started working on the magazine with me eight years ago. He is responsible for the nice look of the magazine. Thanks for all your help Dug.

Ads for club members are free. After your ad has appeared, I will rerun it again free if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 2 for my e-mail and postal mailing addresses.

Would anyone put honey, oil, kerosene, glucose, sugar or salt solutions in their radiator instead of anti-freeze? Well in 1938 Buick thought so and warned against using these items on page 30 of the Owners Manual.

Received an e-mail from Andrei Bogomolov in Moscow, Russia. He writes: "This summer one very nice 4-door 1938 Buick participated in the Moscow Avtoekzotika-1999 show. But the owners weren't too friendly when I tried to speak with them. I'd say there was something from criminal style in their behavior. So I left them for many other interest-

ing chats with oldtimer enthusiasts."

**Lauren Matley** (#46) in Washington is making progress in the restoration of his 37-46C Special Convertible Coupe. He is painting it Francis Cream, a 1936 Buick color. He hopes to have it completed by next summer.

Just spoke with a man who recently purchased a '37 Sport Coupe Model 46S. It ran well, so he decided to drive it to work. All of a sudden he lost oil pressure and heard a noise from the engine. One of the original connecting rods started throwing babbitt and knocking because it was starved for oil. It was not getting oil because sludge had clogged the oil passage to the rod bearing.

So the moral is, if plan to drive a car that has not been run in a long time, drop the pan and remove any sludge. Otherwise the sludge will clog up the oil pump screen or oil galleries, burning out the bearings.

This photo (left) is of GM President "Bunkie" Knudsen appeared in the May 17, 1937 Life magazine. The caption reads: "The best liked executive in General Motors has long been a onetime Danish immigrant named Wilhel Poul (William S.) Knudsen. On May 3, GM President



**TORQUE TUBE**  
FOUNDED IN 1980 BY DAVE LEWIS





Alfred P. Sloan was made chairman of the board and Knudsen stepped up to the presidency. Knudsen once was production manager for Henry Ford who called him a production genius. He became a public figure during the General Motors strike last January, when he showed patience and good humor as the company's chief negotiator."

**A nthony Wright** (#1192) in New York City took these two photos (above) of his 37-61 Century Sedan while he visited



with his cousin and his wife in Vermont last summer. Note the classic old motor court he stayed at near Lake Placid, NY. Anthony said the inside felt like something out of the 1930's, bedspreads and all.

Anyone out there want a challenge? This 1938 Roadmaster Convertible Sedan Model 80C is for sale. It has dual sidemounts, a radio and heater but needs a total restoration. The price is \$12,500. If you're interested, contact: Pipe Creek Trading



## TORQUE TUBE

You can now find your '37-'38 Buick Club on the World Wide Web:

<http://www.classiccar.com/clubs/buick/buick.htm>

The TORQUE TUBE is published every two months for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the 1937-1938 Buick Club.

Please send all articles, ads subscriptions and inquiries, etc. to:

The TORQUE TUBE  
1005 RILMA LANE  
LOS ALTOS, CA 94022 USA

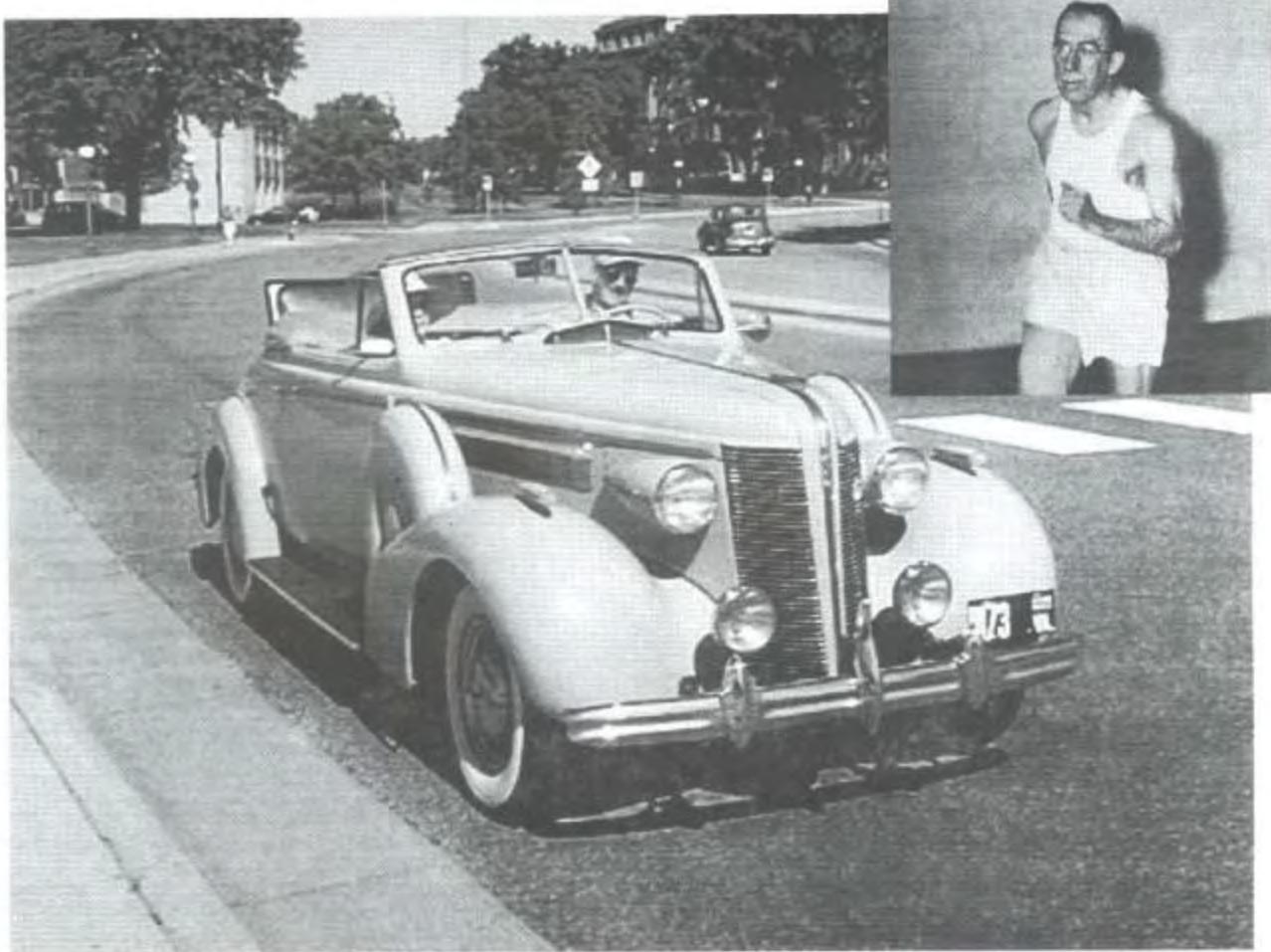
Editor:.....Harry Logan, #651  
Art Director:.....Dug Waggoner, #10

All rights reserved. No part of this newsletter may be reproduced in any form without written permission from THE TORQUE TUBE

You can reach Harry Logan by  
PHONE/FAX (650) 941-4587

or by E-mail: [harrylogan@earthlink.net](mailto:harrylogan@earthlink.net)

Printer Liaison:.....Bill Olson, #427  
Printer:.....Conrads Printing, Lancaster, Ohio



Company in Maryland. Phone: (410) 751-5500. E-mail: info@pipecreektrading.com

This Samarra Beige 1937 Special Convertible Coupe belongs to **Karl and Dorothy Anderson** (#47) in Berryville, VA. They drive it everywhere including across the USA. The original owner of their car was Senator Theodore F. Green of Rhode Island. He was a wealthy lawyer and former state Governor. The airport in Providence, RI is named for him.

Senator Green was 70 years old in 1937 and extremely fit. The inset photo shows him working out at the Senate Gym.

This old photo shows a '38 Buick sedan and other cars crossing the Tehachapi Ridge on Highway 99 in Kern county, California. Thanks to **Mark Garcia** (#1390) for sharing it with us.

Another scene from yesterday, a black '38 sedan at a drive-in restaurant.





Meet **Brian Jensen** (#1372) from Baltimore, MD. Brian owns this black 1938 Special Two-Door Trunk Back Sedan Model 48. Brian works for the Museum of American History in Washington, DC. It's part of the Smithsonian Institute. Brian recently purchased some Guide lights for his car.

There will be a **37/38 Western Meet** in the **Seattle, Washington** area Tue-Wed-Thur **June 12-14** if there is enough interest. The tentative schedule includes visits to some private car collections (*Packards, Dusenbergs, hot rods, Ford V-8's, Woodies, motorcycles*), antique stores, Boeing Museum of Flight, a collector car dealer in a historic old Buick dealership building and Tacoma's Farmer's Market and antique row. A minimal re-

sponse is needed by April 15 or this event will be cancelled. If you're interested, contact **Jerry Barton** (360) 825-5230 or **Lauren Matley** (253) 603-8887 or (253) 833-8774. E-mail: lkmatley@home.com

New member **Bob Hettinger** (#1562) is now making reproduction hood hinges for 1937 & 1938 Buicks. He will custom cut the length of each one to fit your particular car. Bob says they have

been tested on cars and are an all stainless, true repo of the original. The cost is \$195 plus shipping and sales tax for California residents. If you're interested, contact Bob at (916) 362-2597, in Sacramento, CA or you can e-mail him at: marbo1000@netscape.net See Bob's ad on

### 1937 - 1938 Buick "Hood Hinges"

FOR SALE

*All stainless steel reproduction of the original trim*

\$195.00 plus shipping and tax (ca)



*All orders custom "cut to length"  
to fit your model and year.*

(916) 362 2597

e-mail: marbo1000@netscape.net

Bob's Specialty Parts  
9282 Sungold way  
Sacramento, Ca. 95826

page 30 of this issue of the *Torque Tube*.

Here's **Glenn Hildeman** (#1524) and his 1937 Roadmaster Sedan Model 81. It's first outing was in Oceanside, California last October where it won the "Best of the Rest" prize. Congratulations Glenn.

One of our newest members **Donald Fadden** (#1557) from Redding, (Northern) California, owns this 1938 Special 4-Door Trunk Back Sedan Model 41. Buick made a total of 82,191, the most popular model in 1938.

Kent and Jean Johnson are shown below with their first car, a 1938 convertible. It was beige with a black top, sidemounts and fender skirts. Kent purchased it for \$400 in San Diego, California in 1941 before he was married.

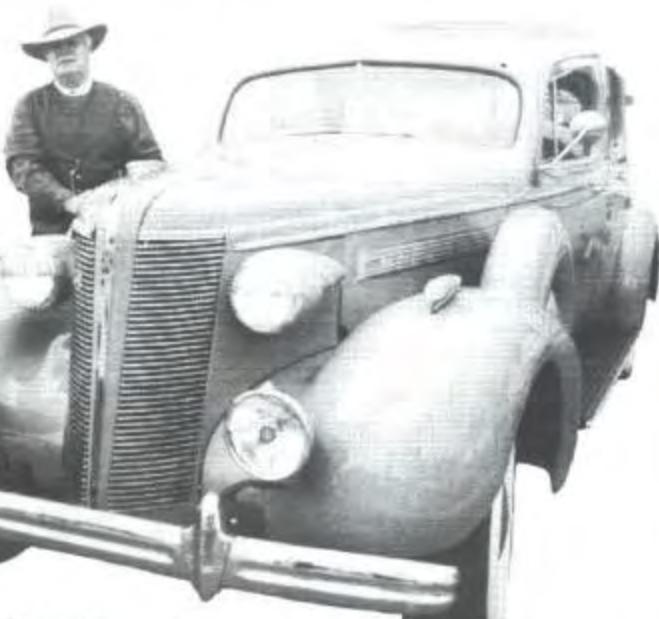
Kent said it was capable of high speeds but he never drove it fast because of gas rationing. He sold it after the war ended.

Kent and Jean will celebrate their 59th wedding anniversary this year. Kent is now 80 years old. They live in Brainerd, Minnesota. Thanks to **Charles Jekofsky** (#524) in Washington, DC for sending me this story he found on the Internet.

On the top of page 6 take a look at this beautiful 1936 right-hand drive McLaughlin Special convertible coupe Model 46C. It has a cream colored body with red fenders and sidemounts. Currently it's in the UK being restored to run the "Rally of the Incas" next year. Thanks to **Paul DeLucchi** (#1246) in San

Francisco for sharing this photo.

This 1937 Buick taxi photo was on the Internet. The car has a beige body with dark green fenders and a sealed beam headlight conversion. Does anyone know who owns this car?



The artist's rendition of a '37 Buick resting in a field appeared on the cover of the May 13, 1999 Old Cars Weekly. The painting, called *Golden Rod* is by artist **Ruth Ganderdinger**. You can contact her in Wisconsin at (608) 462-8512.

The **1937-1938 Buick Eastern Club Meet** will be held June 6-8, 2001 in Gananoque, Ontario, Canada. This is on the Canadian side of the St. Lawrence river. The **Provincial Inn Motel** in **Gananoque** will be our base as we explore some natural wonders, some Canadian countryside and a little bit of history. We will visit Kingston and tour Old Fort Henry, then move inland to a small artisan village to explore and shop. On our way back we'll stop to view a private museum, a large collection of toys as well as big boy toys! Finally we'll hit the water, a cruise of the 1000 islands with a stop at a turn-of-the-century castle. Our hosts will **Bob and Doreen Ward** (#114).

Please make your reservations directly with the **Provincial Inn** in **Gananoque, Canada**. Phone: 1-877-837-7768. Be sure to mention the **1937-1938 Buick Club** to get our special rate of approximately \$42 US plus tax. A block of rooms are being held until **April 15**.

*Harry*



"... but officer, they told me I could drive as fast as I want to after it was broken in!"

MOTOR AGE, December, 1937

# 1937-1938 BUICK CLUB EASTERN MEET

Gananoque Ontario, Canada

June 6-8, 2001

This summer why not come on up north of the border for an International 37-38 Buick Club meet. Located on the St. Lawrence River in the heart of the 1000 Island Region of Ontario, the Town of Gananoque will be our home as we enjoy area attractions.

Our first touring day will see us move up river to the City of Kingston for a city tour and a walking tour of Fort York — built to protect the dockyards of Kingston against attack from our-not-so friendly-neighbours to the south.



Thursday we will head inland. Located on the Rideau Canal, the village of Merrickville has become a mecca for area artisans. Its many stores and shops should have something for everyone, but should you wish to just sit and watch the world go by, the canal and lock right in town should do the trick. Returning from Merrickville we will stop in Smith Falls for a tour of Hershey Chocolates.

For a change of pace, Friday we leave the cars and cruise the 1000 Islands with a stop-over at Boldt Castle.

---

**HOST HOTEL:** The Provincial Inn Motel, 846 King St. E., Gananoque, Ontario, Canada. Please make your reservations directly with the Hotel at 1-877-837-7768 (Winter Office Hours: 9-4EST). Be sure to mention the 1937-1938 Buick Club for our very special rate of \$62.00 Canadian (approx. \$42.00 US) plus taxes. A block of rooms will be held until April 15, 2001

---

## 1937-1938 BUICK CLUB 2001 EASTERN MEET REGISTRATION

Name: \_\_\_\_\_ Address: \_\_\_\_\_

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Touring Car: (Year & Model) \_\_\_\_\_

Number Attending

<input type="checkbox"/> Tuesday, June 5	Welcome Dinner	_____
<input type="checkbox"/> Wednesday, June 6	Tour & Lunch	_____
<input type="checkbox"/> Thursday, June 7	Tour & Lunch	_____
<input type="checkbox"/> Friday, June 8	Cruise & Castle Tour	_____
	Closing Dinner	_____

---

Your Hosts: Bob & Doreen Ward, 25 York St., RR #1, Sutton West, Ontario, Canada L0E 1R0  
Phone (905) 473-9557

---

1937 **Buick** 1938  
**COVER CARS**

This French bodied 1938 Special Convertible Coupe has been owned by Len Peterson of Wilton, New Hampshire for over 30 years. While on a trip to France, he met another collector who also owns a car like this. So there are at least two out there.

# MY FRENCH BODIED Convertible

By Len Peterson (#1559)-Wilton, NH



This unique automobile is a green 1938 Buick Special Model 46C with a custom body by Letourneur & Marchand, Neuilly, Seine, France (*a suburb of Paris*). I have been trying to piece together the car's history.

In the glove box of the car was a flyer printed in French, which lists this car as a 4 passenger, 2 door convertible coupe with a trunk and 6 wheels (side-mounts) by (Letourneur) in parenthesis. It also lists several other special bodies by Janssen, another custom body maker. And it also lists the standard Fisher body models such as the 38-46C with a rumble seat (*spider in French*) and 38-46S Sport Coupe with jump seats (*strapontin in French*).

		TARIF DES VOITURES	7 Mai 1938
		Urssiles Le Rêve	
Série	40	40 C Conv. Phœnix, 6 pl., 4 port., 4 glac., 6 roues	116.700
	41	Touring Sedan, 6 pl., 4 pl., 6 gl. av. molle, 6 roues	97.000
	46 C	Coupe, 2 pl., 2 pl., av. spider 2 pl., 6 roues	88.800
	46 S	Sport coupe, 2 pl., 2 pl., strap, int., 6 roues	88.800
	48	Victoria coupe, 6 pl., 2 pl., 4 gl. av. molle 6 roues	96.800
		(Cab. déc. 4 pl., 2 port. av. molle (Letourneur))	
		6 roues ..... Berline 6 pl., 4 pl., 4 gl., av. molle (Janssen) 6 r. Cond. int. 7 pl., 4 pl., 6 gl., av. molle (Janssen) 6 r.	103.000
			83.000
			99.000
Série	60	60 C Conv. Phœnix, 6 pl., 4 port., 4 glac., 6 roues	131.600
	61	Touring Sedan, 6 pl., 4 pl., 6 gl. av. molle 6 roues	111.400
	66 C	Coupe 2 pl., 2 pl., av. spider 2 pl., 6 roues	113.600
	66 S	Sport coupé 2 pl., 2 pl., 2 pl., strap, int., 6 roues	110.800
	68	Victoria coupe, 6 pl., 2 pl., 4 gl. av. molle 6 r. ....	111.300
Série	80	Touring Sedan, 6 places, 4 portes, 6 glaces, avec molle, 6 roues	129.800
	81		
	90	Touring Sedan, 8 pl., avec 2 strapontins, 4 pl., 5 glac. avec molle, 6 roues	139.900
	90	PD L Limousine 8 pl., avec 2 strapontins de séparation, 4 port., 6 glac. avec molle, 6 roues	160.500

Ce tarif peut être changé sans préavis et ne constitue pas une offre ferme.

This particular car was purchased in July of 1938 by Baron Nicholas Stakelberg in Paris, and was owned by him until approximately July of 1967 when he died. It was then purchased by J. G. Wilson of Renfrewshire, Scotland, who kept it for about one year and then offered it for sale with an ad in the New York Times for \$1,600. I purchased it from him through the exchange of several letters and photos and one phone call.

Also, a friend had a trip coming up to Britain, and he arranged to look Mr. Wilson up and see the car. He wired me immediately that it was in excellent condition, so the deal was completed. Shipment was arranged. It was to arrive in New York on July 2, 1968. I received notice that the car had arrived and I could pick it up. I arrived in New York on Monday. It appeared that the car either had been lost or stolen since it could not be found all day Monday. The 95° F temperature added to the confusion of the whole affair. It wasn't until Tuesday noon that the car was finally located at a military terminal in Bayonne, New Jersey where it had been taken off with some military cars, by mistake.

My first glimpse of the car was pretty disheartening. The car was covered with a grease colored protective coating. It looked like one rusty heap. It wouldn't start, and once started wouldn't run well. In still 90° heat we finally (on Wednesday) got it running and went home.

With some minor adjustments and repairs, and the addition of tires, the car has really turned out nicely. The car had never known rust. It indicates low mileage and exceptional care. It has a unique three position convertible top. The landau bars hold it firm half way down as well as completely down.

It has individual type front seats and a full and



comfortable back seat with center arm rest in place of the rumble seat. It still has the original pigskin upholstery. It also came with fender skirts.

The car is exceptionally well made and very tight. It has British type turn signals on the side as well as later turn signals and reflectors on the front and rear. In the 1970's, the car had a new green paint job, top and other restoration done to make it a truly unique and beautiful car.



# IN OUR FAMILY ALL IT'S LIFE!

By Rob Whitson (#1550)-Renton, Washington



My 1938 Buick Special Sport Coupe Model 46S was purchased new by my father's aunt and uncle. They chose a black car with red wheels. Later my grandparents purchased the car from them. My grandmother drove the car until she died in 1974. My father inherited the car and we all drove it around town until about 15 years ago when it was left in the garage with a dead battery.

It never traveled very far from home and to date only has 68,000 miles on it. My 1997 car has almost as many miles! It was in surprisingly good condition with only a few minor dents and dings, very little rust, and almost all the original parts. It never received any special care and ended up on my grandparents farm, hauling hay as well as groceries!

After the battery died, my father decided not to renew the license and it just sat in the garage. He told me that he wanted me to have the car on the condition that I would have it restored and keep it in the family.

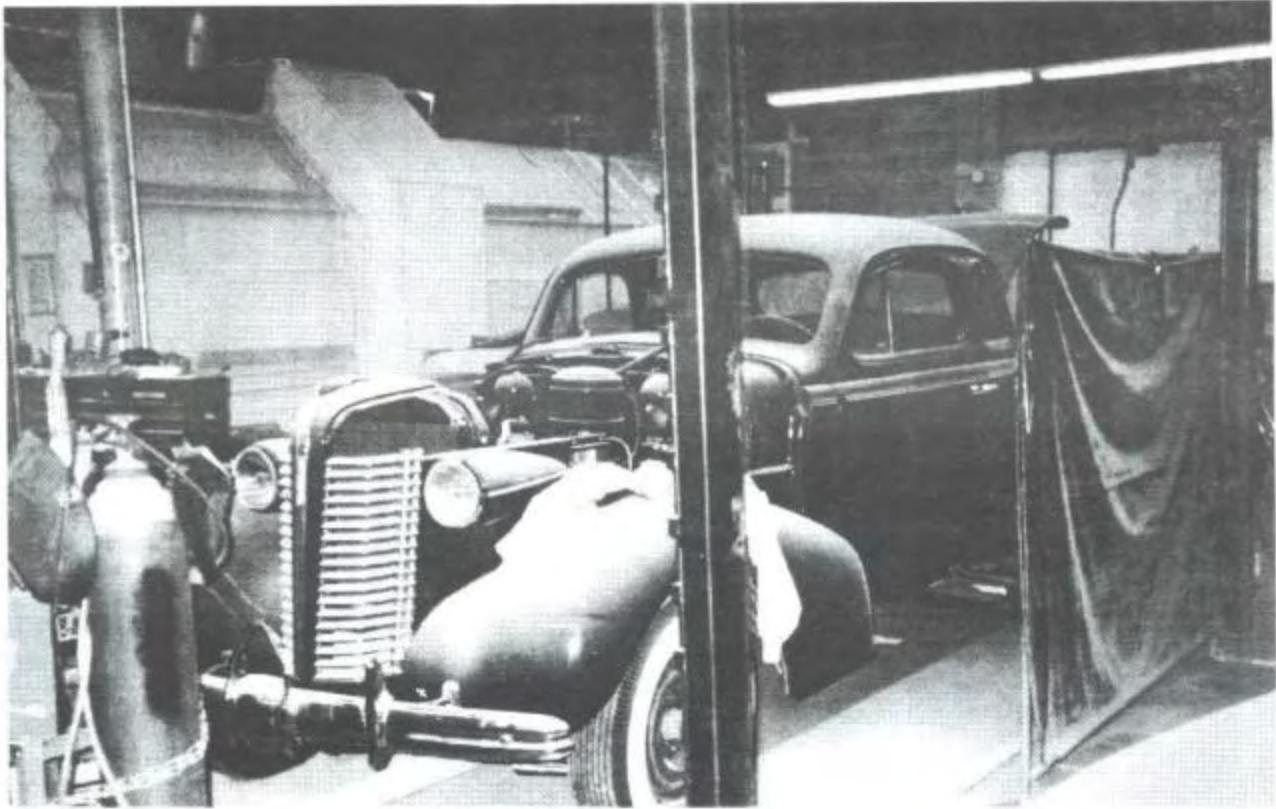
About two years ago, we hired **D & L Restoration** in Everett, WA to work on the car. Ironically, Everett is where the car was purchased new. I recently picked up the dash and interior parts that were restored by **Lauren Mately** (#46). He told me about the 37/38 Buick Club and now I am a member.

The car now looks better than ever and it is exciting to see it all come together.

*"It never received any special care and ended up on my grandparents farm, hauling hay as well as groceries!"*



*"It never traveled very far from home and to date only has 68,000 miles on it."*





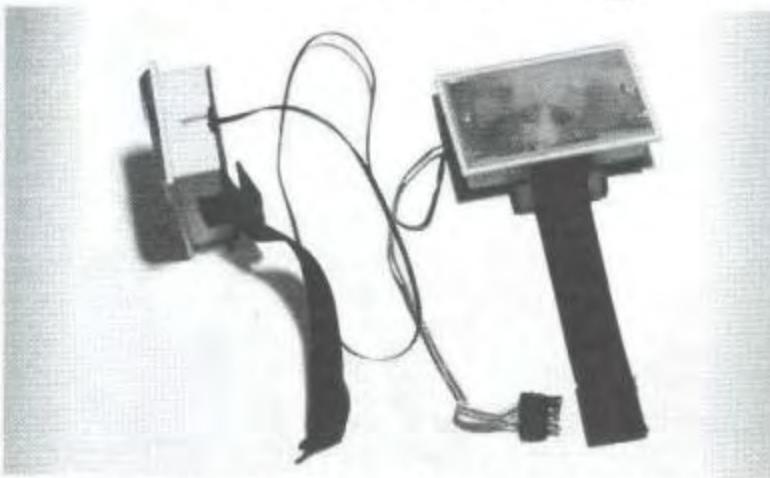
## Technical TIPS

# ADD-ON TAILLIGHTS

By Karl Bosk (#1154)-Escanaba, MI



When I travel in my '37 Convertible, I use these add-on lights as the standard Buick tailights leave a lot to be desired! They fasten with velcro and are in a light-weight plastic housing. For shows, all you have to do is release the straps and put the lights in the trunk.



I purchased them at a local flea market. They probably were surplus from RV (Recreational Vechicle) manufacturers. They cost \$5.00 for the pair. Then I made a bracket of lightweight 22 gauge metal and pop riveted them to the back of the light housing. I used a washer on the inside to give the plastic additional strength.

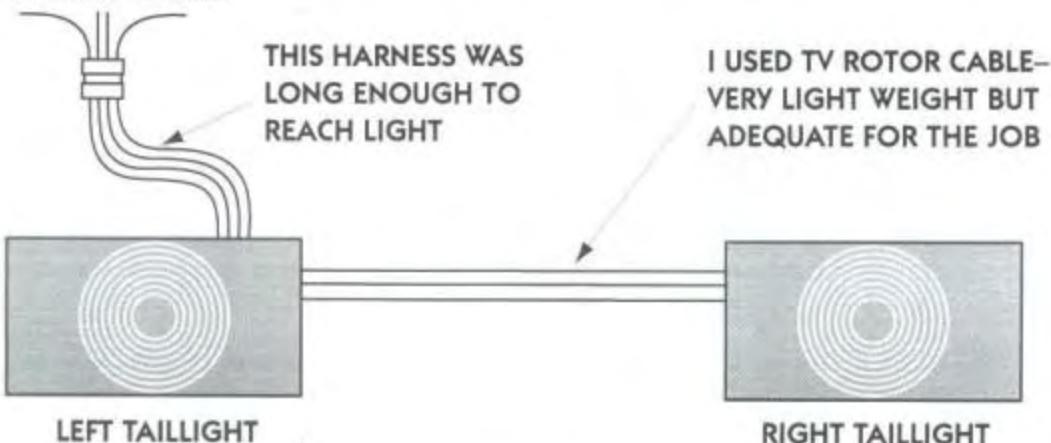
Next I formed the bracket around the upper lip of the bumper. I padded the bracket with

thin foam rubber to protect the chrome on the bumper. I made up elastic straps with velcro on the bottom of the strap and bottom of the housing. They don't need much of a strap as they hang on the bumper.

They have 6 volt, 21 candlepower bulbs which is much better than the original #1154 three candlepower taillight bulb. Also, I spray painted the inside of the lights white for better reflectivity.

(Tech-Tip for Add-On Taillights continued from page 12)

TO VEHICLE WIRING



I obtained a trailer flat 4 prong socket and plug harness. This I connected to the left light body and ran a 3 conductor cable to the right light body.

The 4 conductor harness gives you wires for 1-ground, 2-taillights, 3-left turn signal and 4-right turn signal. The 3 conductor cable to the right light body carries a 1-ground, 2-tail-

light, and 3-right turn signal.

The harness connects to the taillight circuits in the trunk. The flat harness fits nicely against the trunk weatherstrip when you close the trunk. This also could just be used for tail-light and brake light only if you don't have turn signals.



## Back Issues Still Available!

**The following Back Issues of the Torque Tube are available for \$4.00 each postpaid in USA and Canada. All other countries \$5.00 per copy.**

- 1991-1992 Volume X - Numbers 1, 2, 3, 4, 5, 6, 7, 8 & 9
- 1993-1994 Volume XII - Numbers 6
- 1994-1995 Volume XIII - Number 6
- 1995-1996 Volume XIV - Numbers 3 through 6
- 1996-1997 Volume XV - Number 5 & 6
- 1997-1998 Volume XVI - Numbers 1 through 6
- 1998-1999 Volume XVII - Numbers 1 through 6
- 1999-2000 Volume XVIII - Numbers 1 through 6

Please make your checks payable to:

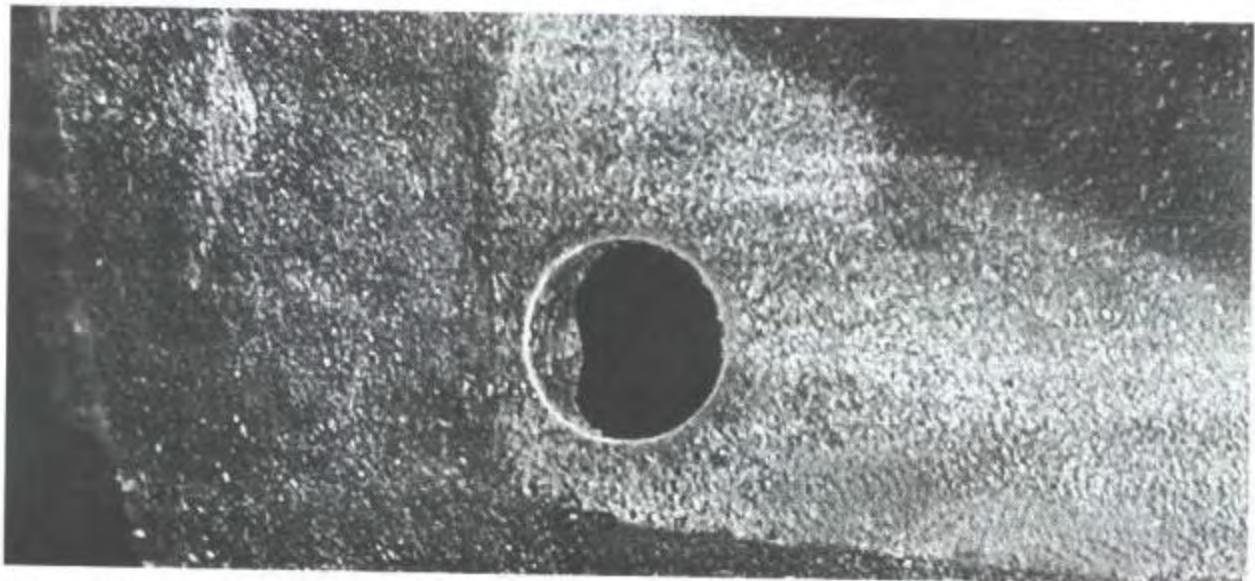
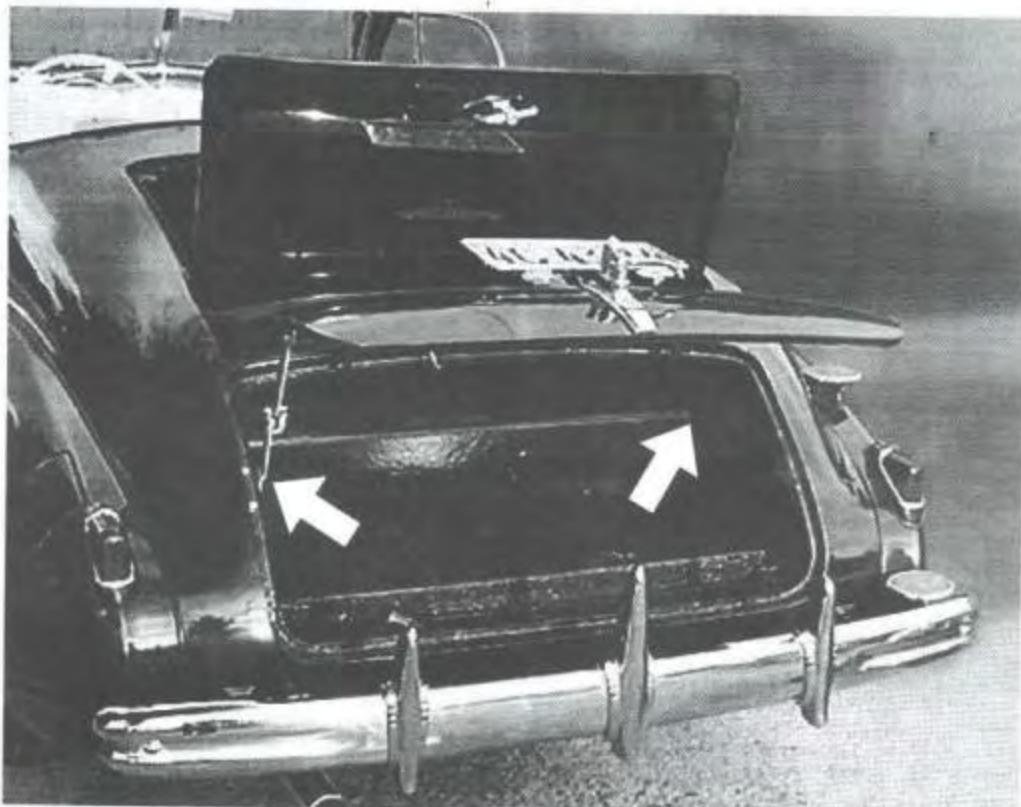
**The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA**



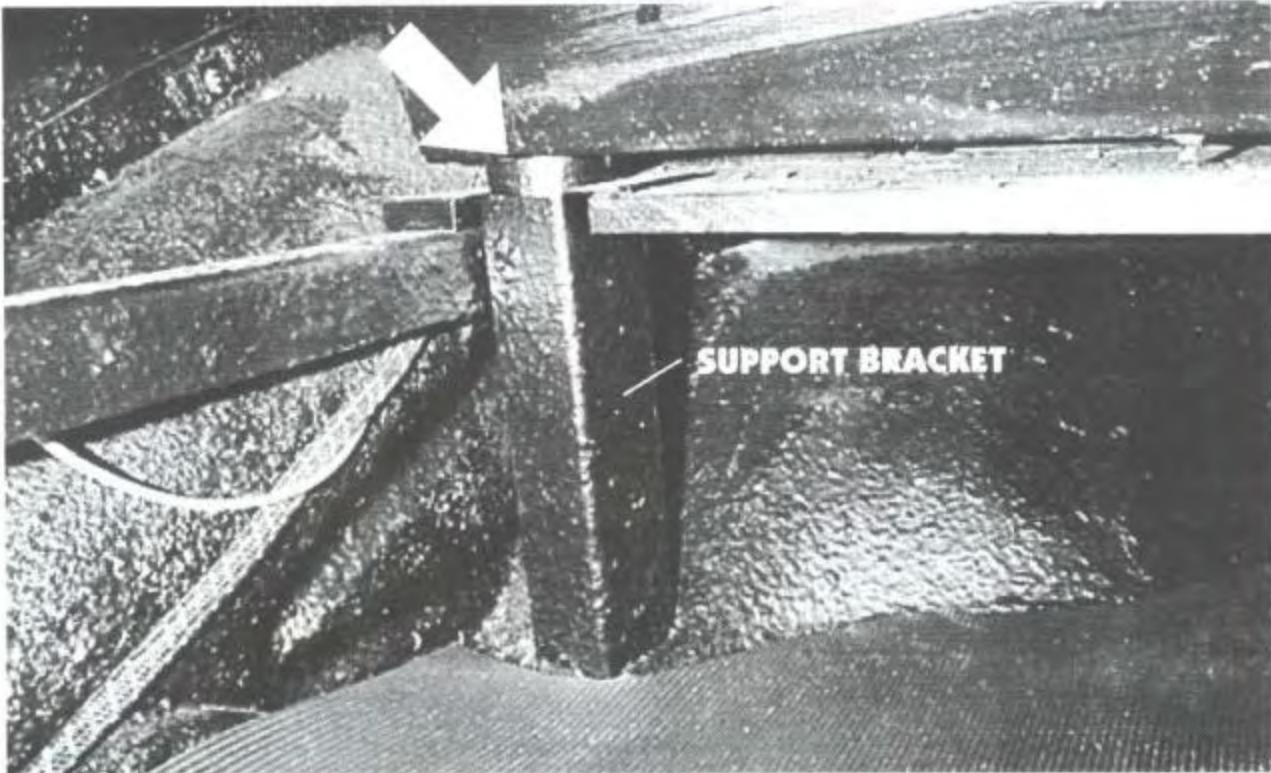
## Technical TIPS

# RUMBLE SEAT DRAINS

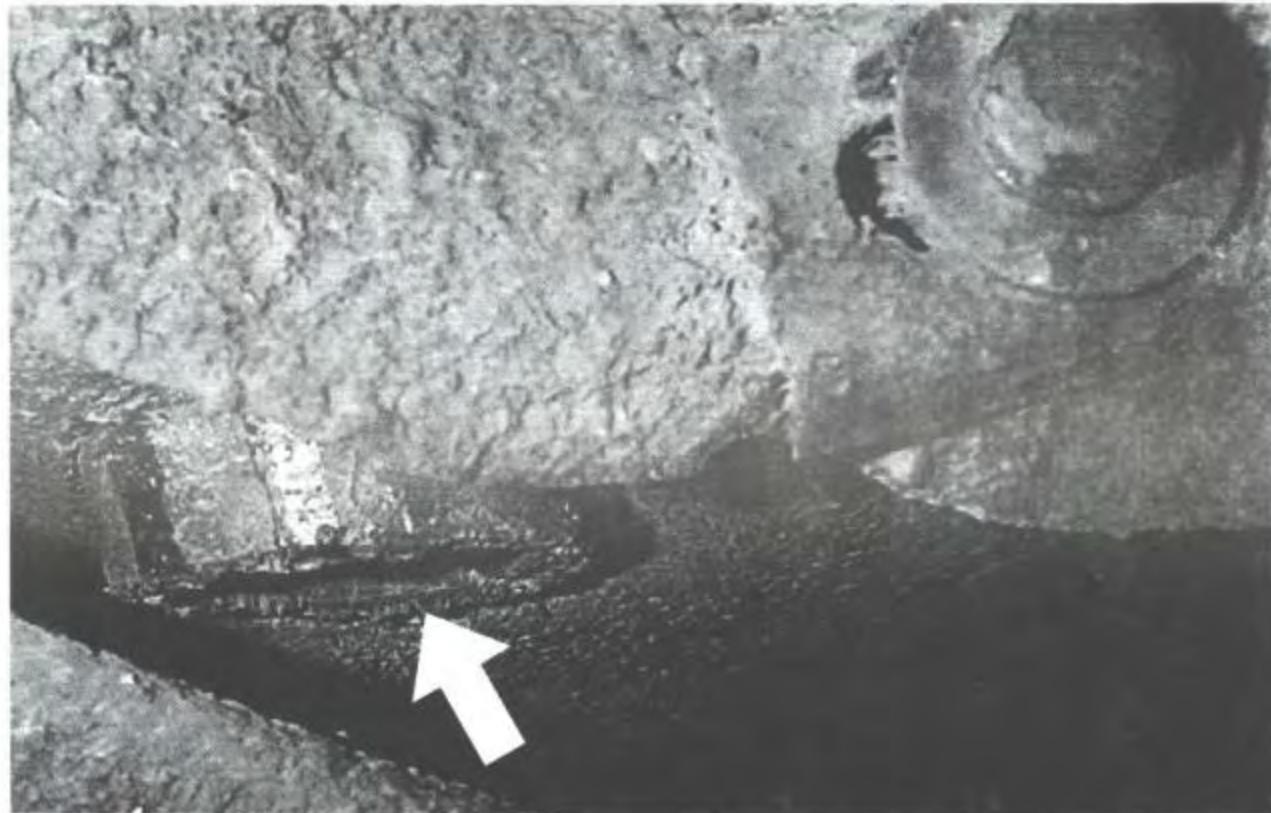
By Karl Anderson (#47)-Berryville, VA



*Convertible coupe owners...check the condition of the two rumble seat drain hoses. They are located at the back of the rumble seat, one on each side. They drain any water that gets into the rumble seat including when you wash your car.*



The hoses run behind the two support brackets in the trunk. If the hoses are not attached properly, or have cracks and holes, water will drain into the trunk area, leading to a rusty trunk.



The water should drain through this hose which goes through a hole in the bottom of the body just above the frame. There is one drain hole on each side of the body about a foot (30 cm) back from the rear bumper. Make sure the hoses are not plugged-up or rotted or they will leak water into the trunk area.

## FRAME

- 1 A bent frame or cross member causes misalignment between the motor, clutch and transmission resulting in clutch chatter.  
**REMEDY.** Check the distance between the front and rear axles on both sides of the car. If these distances are not the same the frame or cross member should be straightened.
- 2 Loose bolts in the cross member holding the transmission permit undesirable movement of the transmission unit with the subsequent misalignment.  
**REMEDY.** Examine bolts holding cross member to frame and tighten if found loose.

## MOTOR

- 3 Defective rubber motor mountings often throw the entire motor out of alignment, or permit excessive side sway as well as forward and rearward surge of the motor. Metal or spring type mountings can cause the same effect when loose or broken.  
**REMEDY.** Check for deterioration of rubber and loose or broken parts. Replace any deteriorated rubber mountings or broken parts with new ones. Make sure that all mountings are tight and secure.

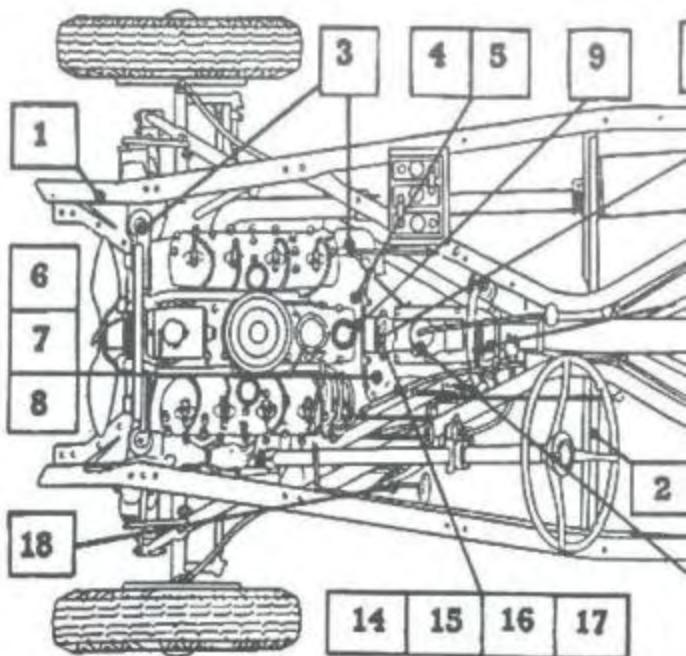
## FLYWHEEL

- 4 If the flywheel clutching surface, pilot bearing recess or flywheel flange does not run true with the crankshaft the clutch assembly and flywheel will be thrown out of parallel with the clutch plate. Dirt or burrs between the flywheel and the crankshaft flange may cause this.  
**REMEDY.** Check these three surfaces with an Accurate All-Purpose Dial Indicator Gauge. Maximum variation permissible at these places is .005 inch. Examine connection between crankshaft flange and flywheel and remove any dirt or burrs. Machine surfaces if necessary or shim up until alignment is perfect.
- 5 Grease, dust, or other foreign matter in the flywheel does not permit proper engagement between the clutch plate and the flywheel clutching surface.  
**REMEDY.** Make sure that the flywheel is absolutely clean, dry and smooth.

## HOUSINGS

- 6 Loose bell housing bolts cause the transmission to sag thus throwing the clutch shaft out of alignment.  
**REMEDY.** Be sure that all bell housing bolts are tight and that the transmission is properly supported.
- 7 If the flywheel housing face or bore is not true with the flywheel serious trouble may result.  
**REMEDY.** Check these surfaces with an Accurate Dial Gauge. If the dial indicates more than .005 inch runout these surfaces should be trued up.
- 8 A variation of more than .010 inch in the trueness of the bell housing parting line or an improper assembly of the bell housing sections will cause misalignment.  
**REMEDY.** Check carefully. Make sure that the bell housing parting line is true with the flywheel and that the sections are accurately aligned with each other. Correct misalignment by machining or using shims.

# CHECK CHART ON



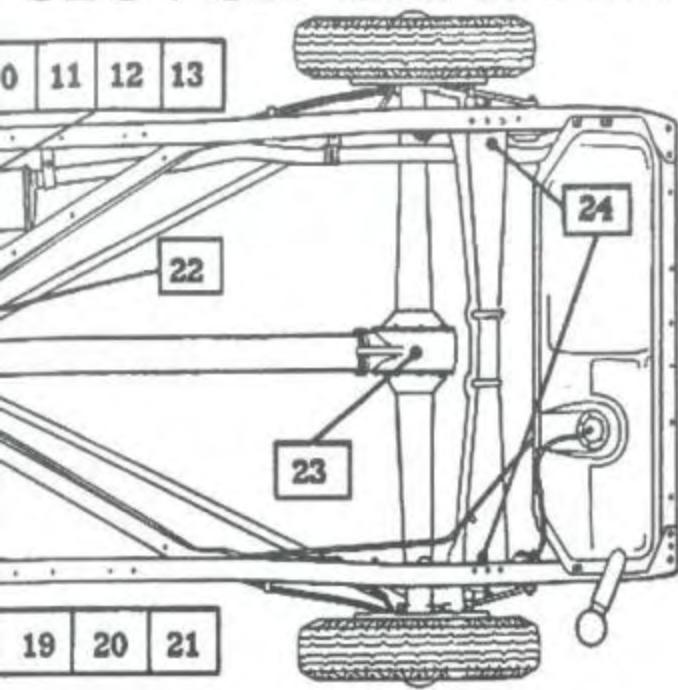
## PILOT BEARINGS AND BUSHINGS

- 9 Poorly lubricated pilot bearing often wears too fast. Pilot bushings always show excessive wear because they operate without lubrication thus causing misalignment of the clutch shaft.  
**REMEDY.** Replace worn bushings or defective bearings with new ones. Be sure they are correctly lubricated so that oil does not leak out and get on the facings of the clutch plate.

## CLUTCH ASSEMBLY

- 10 Some type of facings, mostly those of the hard molded and woven compressed types, have a hard face and lower coefficient of friction, and do not hold tight to the pressure plate or flywheel. Although this slipping is not noticeable in the power transmitted through the clutch it causes a glazed surface to appear on the facing, which causes the clutch to slip and grab when engaged.  
If the crimp in the clutch disc is too stiff the facing has a tendency to form itself to the shape of the disc, causing the facing to glaze in spots.  
**REMEDY.** Replace with a new Powerflex Plate. Facings on Powerflex plates provide correct engagement and long service. The new patented cushions in these plates are especially designed to provide softer, more flexible and more uniform cushioning.
- 11 Oil or grease on facings of clutch plate due to leakage from bearing or careless handling is bound to cause chatter.  
**REMEDY.** Due to difficulty of removing grease and oil from facings the only remedy is to install a new Powerflex Plate or possibly apply new facings.

# CLUTCH CHATTER



**12** A bent clutch plate causes uneven engagement between the flywheel, clutch plate and pressure plate. This is sometimes caused by attempting to reface an old plate. **REMEDY.** Install a new Powerflex Plate. While installing the new plate the transmission should be properly supported by an Accurate One Man Transmission Jack to prevent any possibility of the transmission weighing on the clutch shaft in the clutch plate hub and bending the plate.

**13** Burrs on shaft or hub splines, a bent shaft or plate causes improper clutch engagement.

**REMEDY.** Clean off burrs on shaft or hub splines with fine emery cloth. Replace bent shaft with new one. Prevent burring by using an Accurate Clutch Pilot Tool to line up hub splines with pilot bearing in flywheel. Always try plate on the shaft splines for a free sliding fit.

**14** Lack of effective cushioning, due to a heat flattened disc; or collapsed or uneven cushions, will cause chatter. **REMEDY.** Install a new Powerflex Plate. Its construction assures uniform cushions of long life.

**15** An uneven contact between the clutch plate and the pressure plate may be caused by the following:

1. Pressure plate lugs binding in cover of assembly.
2. Pressure plate binding on flywheel driving pins.
3. Release levers or pins binding in slots or holes.
4. Scored, warped, heat checked or cracked pressure plate.
5. Pressure springs of varying pressures at operating heights in clutch due to ununiform springs or loss of pressure through collapse.
6. Improperly adjusted release levers.

**REMEDY.** Rebuild Assembly. Make sure all parts fit without binding. Install new Accurate Pressure Plate if old one is defective. Use Accurate Spring Tester and install springs of uniform pressure. Adjust release levers according to Accurate Instruction Manual. Replace all worn levers or pins, particularly in non-adjustable clutches.

**16** Pressure plate binding on driving pins or in cover slots provided for pressure plate posts or lugs.

**REMEDY.** Be sure flat side of drive pins are perpendicular to the flywheel, and pressure plate slides freely on pins or in cover slots.

**17** Clutch cover bent in bolting to flywheel. **REMEDY.** Straighten cover with wood or lead mallet or replace with a new one. In bolting cover plate to flywheel be sure of even tightening all around by giving one turn at a time on each bolt until cover is tightened.

## CLUTCH PEDAL

**18** Improper pedal adjustment causes chatter when clutch is engaged.

**REMEDY.** Loosen all pedal linkage and readjust clutch pedal. See pages in Accurate Clutch Manual for recommended pedal adjustments on various makes of cars.

## TRANSMISSION

**19** When transmission is improperly bolted to the bell housing a strain is placed on the clutch shaft and plate, often resulting in a bent plate.

**REMEDY.** Be sure transmission is properly bolted to bell housing. Replace bent plate with a new one.

**20** When transmission and bell housing are in one piece a strain is placed on clutch parts if clutch housing is bolted to motor housing off center with flywheel.

**REMEDY.** Loosen bolts holding housing to motor housing, shift into high gear and apply clutch with motor running. This has a tendency to line up transmission after which the bolts may be tightened uniformly by one turn at a time.

**21** Loose or worn transmission shaft bearing or gear. **REMEDY.** Tighten loose parts and replace worn parts with new ones.

## UNIVERSAL JOINT

**22** Loose or worn universal joint or loose companion flanges cause backlash movement in clutch shaft and plate.

**REMEDY.** Replace worn parts. Be sure that companion flanges are securely bolted together.

## REAR AXLE

**23** A loose fit of the splined end of the axle shaft where it fits the differential gear; or loose wheel hubs often cause chatter when clutch is engaged.

**REMEDY.** Overhaul assembly. Install new parts where necessary. Pay particular attention to the keys and be sure that the hub is drawn up tight on the taper.

**24** Loose or worn spring shackle bolts or spring clips.

**REMEDY.** Replace worn parts. Be sure that all parts are properly tightened when reassembling.



## Technical TIPS

# CLUTCH CHATTER HOW TO SILENCE IT

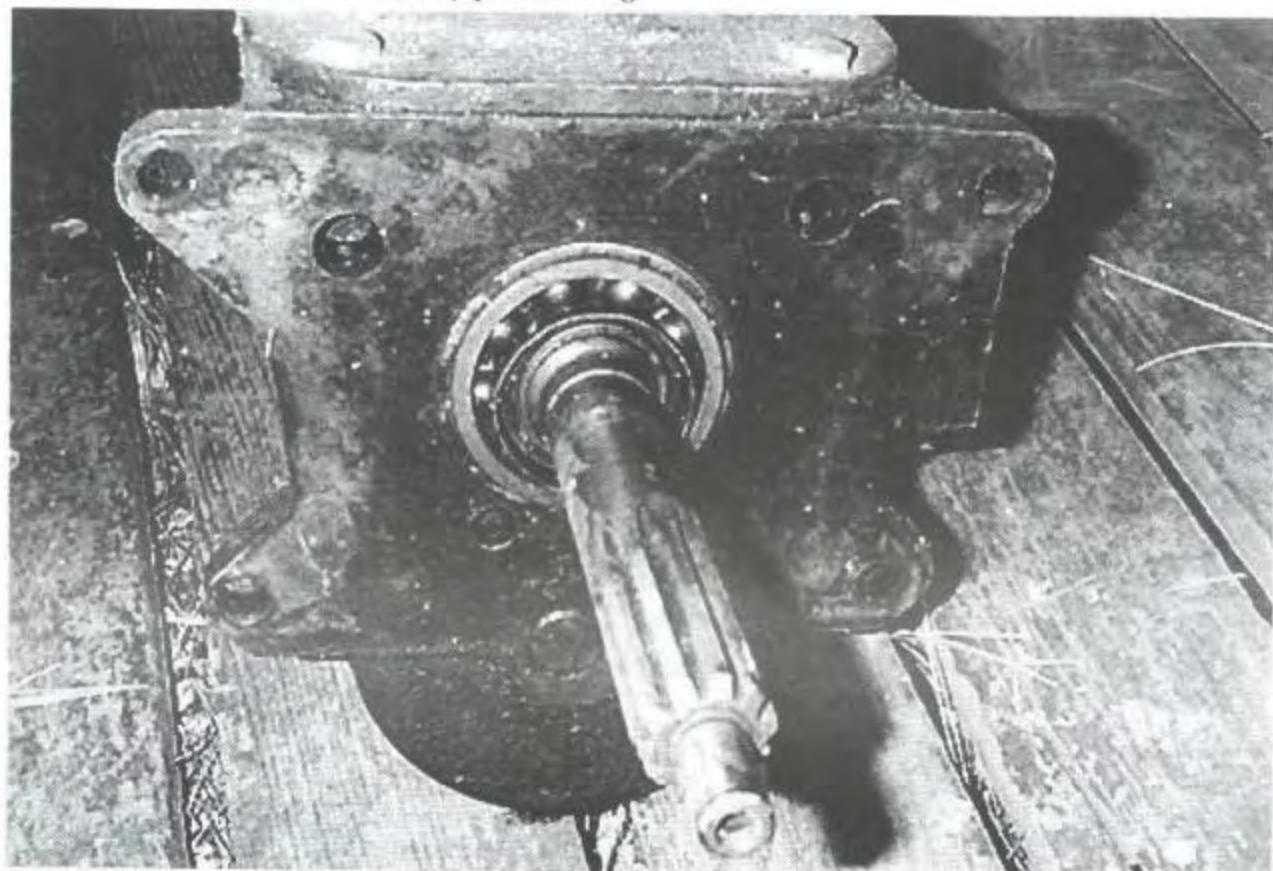
From the October, 1988 Torque Tube Vol. VII, No. 1

By Bob Pipkin-Salem, Oregon

"Clutch chatter on 37/38 Buicks is usually caused by: 1. Oil on the clutch disc or 2. A mechanical problem."

### 1. OIL ON THE DISC

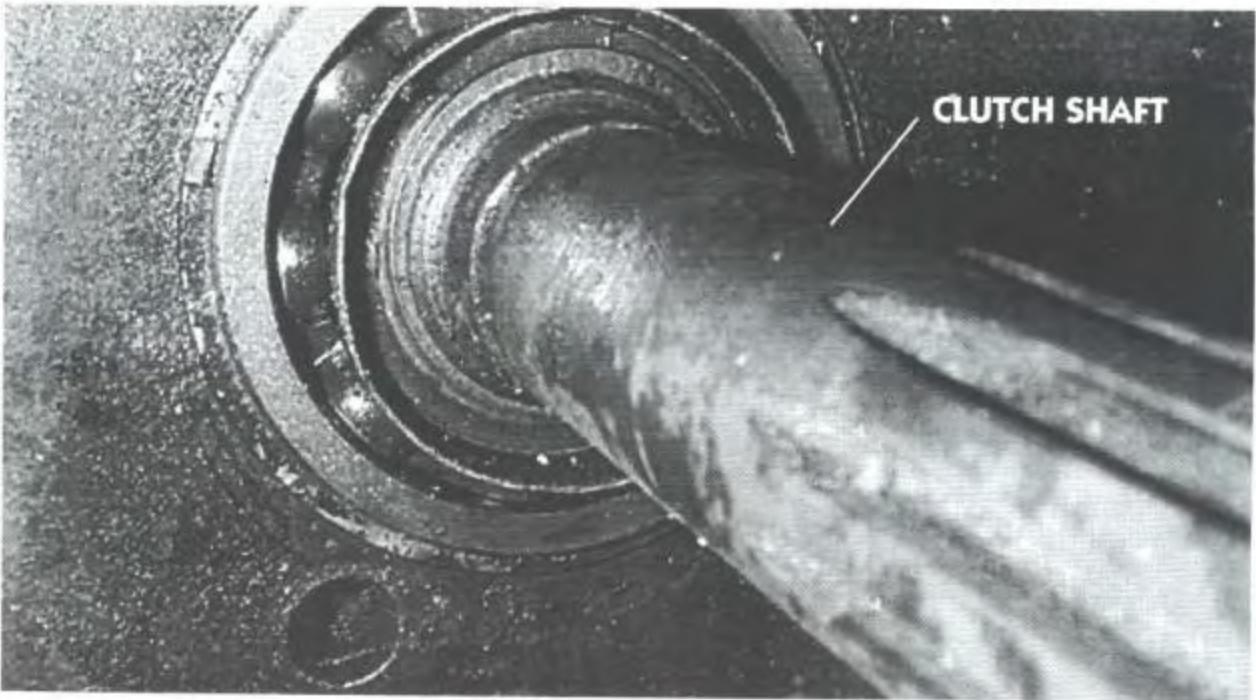
Oil can get to the clutch disc from the engine or the transmission. A faulty rear engine main bearing seal will allow oil to blow back on the flywheel and eventually work its way around and get on the clutch disc. A faulty or over-greased pilot bearing on the end of the crankshaft will also allow oil to work its way along the clutch shaft and onto the clutch disc. The obvious cure here is to replace the rear main bearing seal or the faulty pilot bearing.



The other source of oil getting to the clutch disc is from the transmission. A worn front transmission bearing or leaking transmission case where the front bearing is located can allow oil to creep forward on the clutch shaft and get onto the clutch disc. I correct this problem by using a double shielded front

transmission bearing. And make sure there is a snug fit between the bearing and the transmission case. Always use a gasket between the transmission and the bell housing.

After all the corrective measures have been taken to correct the oil leak, then proceed to install a new clutch using these steps:



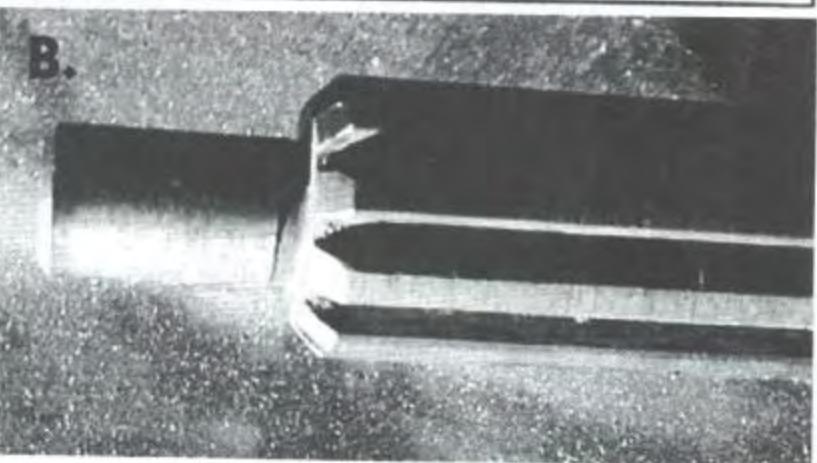
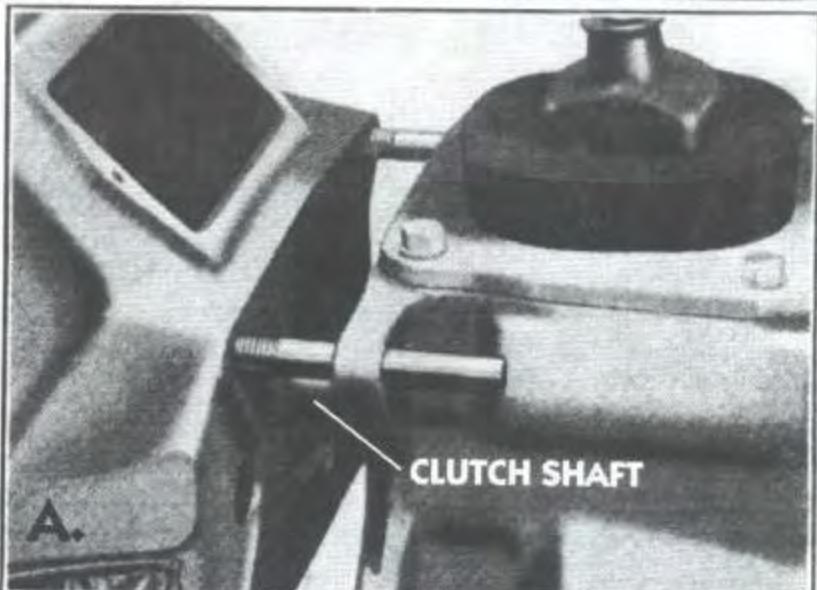
**A.** Always use guide dowels in the bell housing to support the transmission when you are trying to fit the transmission up to the engine.

Slide the transmission very carefully onto the dowels until the clutch shaft splines engage the splines in the clutch disc. Then, the transmission should slide easily up flush with the bell housing. Install the four transmission bolts evenly and torque to specifications (20-25 pound-feet).

**B.** Apply a very small amount of high-temperature bearing grease to the pilot bearing in the end of the crankshaft.

The smooth end of the clutch shaft goes into the pilot bearing.

Apply a small amount of powdered graphite to the splines of the clutch shaft; mix with a little water to form a paste.





A.

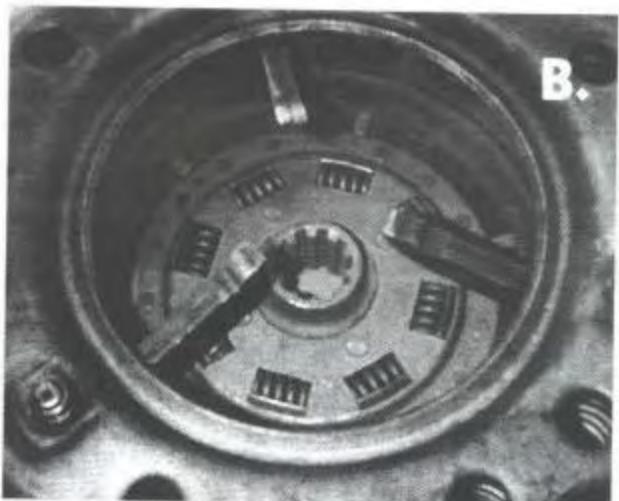
## 2. MECHANICAL PROBLEMS

Mechanical problems will also cause clutch chatter. Here are the most common problems:

- A. Warped flywheel or pressure plate
- B. Clutch pressure plate fingers adjusted unevenly
- C. Warped clutch disc.
- D. Bad rear motor mounts as shown in this photo.  
Could also be due to bad transmission mount.

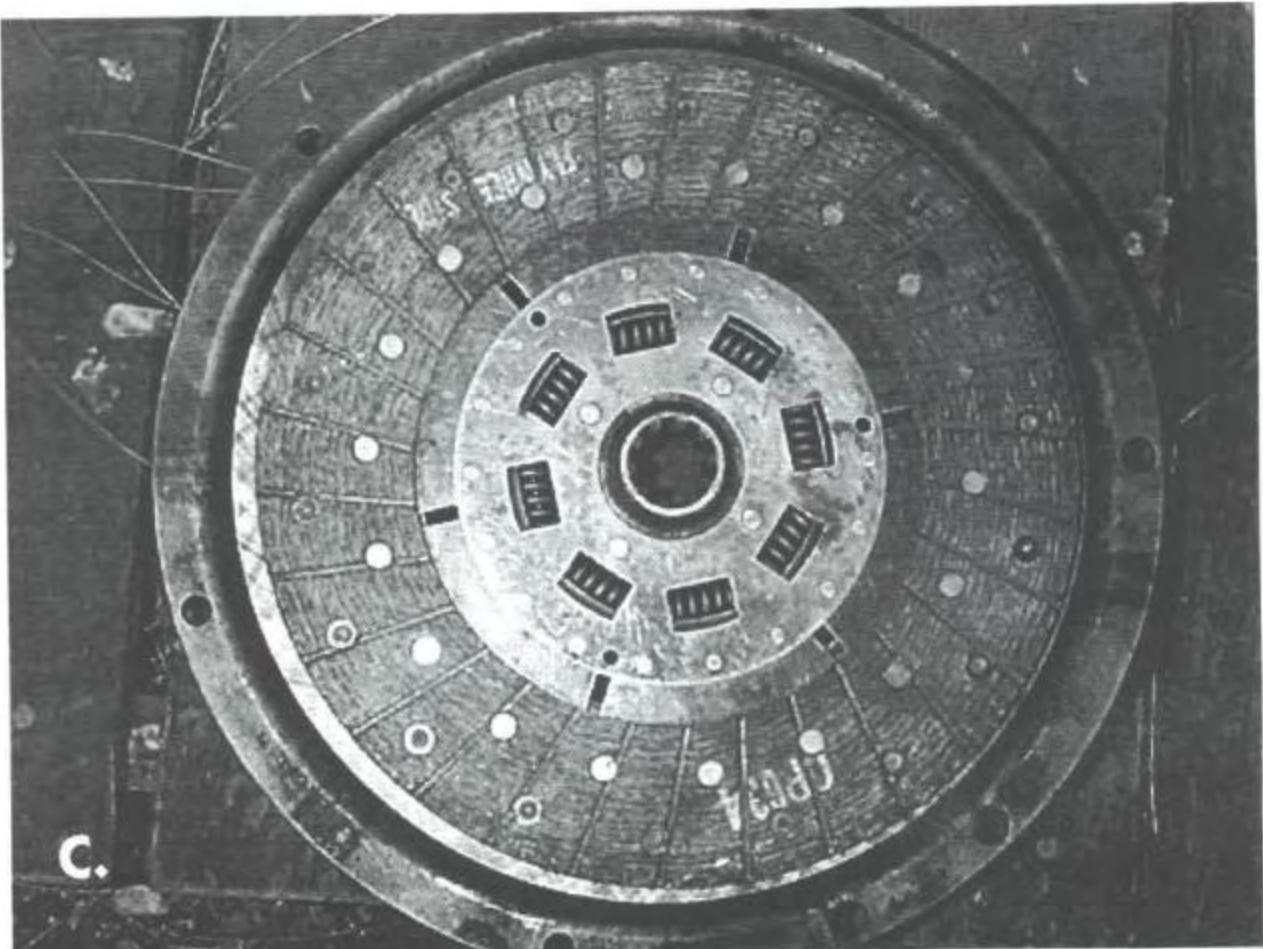
The clutch disc should have no more than 0.025" (0.635 mm) "run-out" or it can chatter on engagement. Chatter can also occur if the three fingers on the pressure plate are not adjusted evenly. The flywheel should not have more than 0.055" (1.4 mm) run-out or it may vibrate and the clutch could chatter.

If good quality parts are used and care is taken in assembly, there should not be a clutch chatter problem. However, if all the precautions have been taken and there is still a slight chatter, I've cured it by slipping the clutch

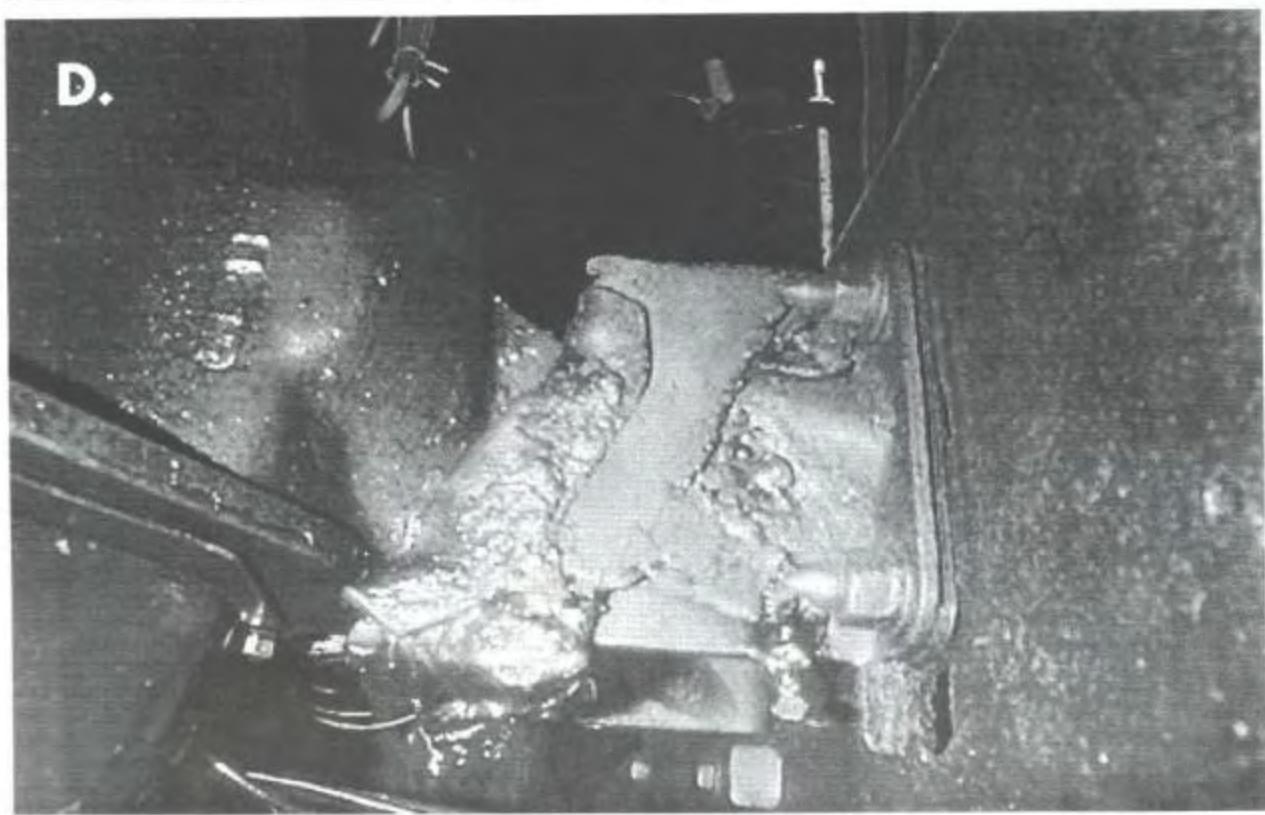


B.

slightly in high gear. This will put a slight glaze on the surfaces of the disc and usually take out the chatter. Don't slip the clutch long enough to build-up heat; just ten seconds or so for a couple of time should do it.

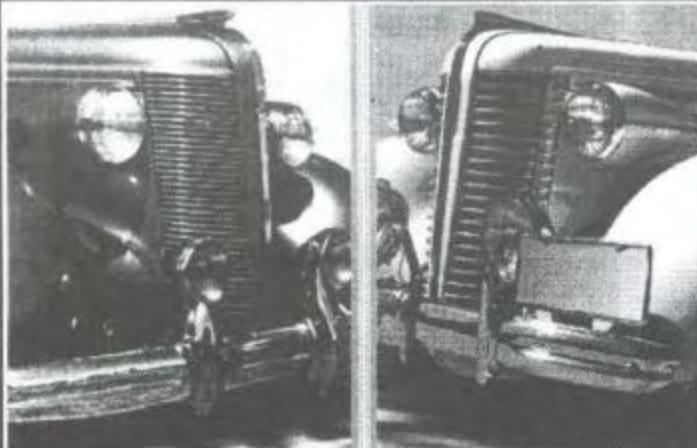


C.



D.

# The 1937/38 Buick Story



**TO ORDER:**  
Send check or money order  
for \$30 (per book),  
made payable to  
"Walter Bruegger"

**AND SENT TO:**  
Walter Bruegger  
2432 Bridwell Way  
Hayward, CA 94545

Welcome to 24 months of power-packed drama when new 1937 and then 1938 Buick blazed a path of demand and glory across the America consciousness.

**TOTAL COST:  
just \$30 per book  
(includes 1st class postage)**

**FOREIGN  
ORDERS  
please ADD  
\$5 for handling**

This is the complete story of the 1937 and 1938 Buick during the 24 month period when they were available brand new to the buying public. Containing over 100 original ads from those two classic years of Buick style and beauty, this "must-have" book goes beyond being only a collection of the dynamic ads Buick ran in both national and local newspapers and major periodicals during those glory years. The book also covers in great detail the course of events that would go on to make these two model years the most "classically" regarded of all collected Buicks. Don't delay, order today!

## YOUR 1937 OR 1938 BUICK SERIAL NUMBER IS NEEDED!

Serious historical researcher needs your 1937 or 1938 Buick frame (serial) number for a research project. Please take the frame number directly off the vehicle as documents are often incorrect.



The 1937 serial number is on the frame just back of the right front wheel.



The 1938 serial number is under the hood on the frame near the starter.

Mail the frame number, the year of your Buick and its model number ie: 41, 66C, 81 or 90L etc., to:

**Terry Dunham  
PO Box 4057, Apopka, Florida 32704-4057 • E-mail: BuickOHV@aol.com**

Information collected will be used to determine how Buick assigned serial number blocks in 1937 and 1938. Conclusions developed will be summarized and shared in an article to appear in a future Torque Tube. Every possible serial and model number that can be obtained will be needed to successfully complete the project. Thanks!

**TERRY DUNHAM-BUICK HISTORIAN**

Robert Hathcock (#1556)  
1635 San Bernardino Ave.  
Spring Valley, CA 91977  
38-47

Donald Fadden (#1557)  
11122 E. Stillwater Way  
Redding, CA 96003  
38-41

Brad Goebel (#1558)  
2001 W. 12th St.  
Sioux Falls, SD 57104  
37-90

Leonard Peterson (#1559)  
602 Isaac Frye Highway  
Wilton, NH 03086  
38-46C French Bodied

Fred Muscavitch (#1560)  
492 Airport Drive  
Oneida, WI 54155  
38-?

Jon Gibson (#1561)  
1025 Campbell Court  
Rescue, CA 95672  
37-47

Odd Skjeli (#1562)  
7519 Elvarli  
Norway  
38-81

## WELCOME New Members

Edward McGee (#1563)  
110 Lakeland Dr.  
Mars, PA 16046  
38-?

Daniel Bell (#1564)  
15 Holden Ct.  
Whitby, Ontario  
Canada L1N 9A1  
37-80C

Jerry Helmuth (#1565)  
321 E. County Line Rd.  
Calimesa, CA 92320  
38-66S

Dwight Ferrell (#1566)  
2002 Dean  
Nesbit, MS 38651  
38-41  
Bill Bash (#1567)  
23603 Lake Valley Dr.  
Moreno Valley, CA 92557  
38-47

Robert De Fehr (#1568)  
3543 S.E. Morrison  
Portland, OR 97214  
38-47

George Foley (#1569)  
4901 Valley Vista Cir.  
Troy, MI 48098  
38-46C

Walter Miller (#1570)  
PO Box 337  
Burlington, WI 53105  
37-61

Bob Hettinger (#1571)  
9282 Sungold Way  
Sacramento, CA 95826

Henry Moore (#1572)  
4822 Fir St.  
San Diego, CA 92102  
38-47

Joe Stroup (#1573)  
17402 Darby Lane  
Lutz, FL 33549  
37-41

Johnny Pearce (#1574)  
559 Pompano  
Hitchcock, TX 77563  
38-41

## 1938 BUICK SPECIALS BY VICTORY MODELS

\$125.00  
each



In BLUE or MAROON

VL-1 1938 BUICK SPECIAL SEDAN



1/43 RD  
SCALE



In BEIGE or GREEN

VL-2 1938 BUICK SPECIAL BUSINESS COUPE

CATALOG  
#33  
\$2.00

VISA

MasterCard

Additional BODY STYLES coming including a TAXI - Also coming soon a 1940 Buick Super - SHIPPING \$6.00 first model & \$1.00 each additional model  
Send inquiries and Checks Payable to:

RAY PASZKIEWICZ, JR.

P.O. BOX 156, CLARKSBURG, N.J. 08510 • TEL. 732-446-9381 • FAX 732-446-09297

# *Parts* FOR SALE

Parting 1937 and 1938 Buicks. The following is just a portion of what's available. Call with your needs.

## • 1937 PARTS

SPECIAL hood name plates.....	\$40 pair
NOS Special distributor.....	\$75
Large Series AA-2 Carburator, complete.....	\$300
Cigar lighters.....	\$25
Century sidemounts, complete.....	\$1200
Special rebuilt fuel pump.....	\$50
AA-1 Stromberg carburetor, complete.....	\$200
Coupe & convertible coupe seat.....	\$200
Century wheels., excellent condition.....	\$100 each
40/60 Series rear brake cables, good condition.....	\$40 pair
Master and deluxe heaters.....	\$75 each
Century radiator.....	\$75
Special radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
Small series throttle linkage.....	\$25
Big Series rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
Special manifold.....	\$75
Throttle cable.....	\$20
Special transmission.....	\$100
Special splash pans.....	\$40 pair
Century hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$40 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Buick creast badge for hood trim strip.....	\$50
Gas pedal.....	\$15
Small and large series generators.....	\$75

## • 1938 PARTS

NOS Large Series U-joint.....	\$95
NOS throwout bearing.....	\$50
NOS throwout bearing sleeve.....	\$25
Glovebox clock hole filler, says BUICK 8.....	\$25
Upper hood grille bar, bolts to hood, excellent, pit free.....	\$40 pair
NOS left taillight housing and base, no lens.....	\$50
Century motor, complete long block.....	\$500
Fender lights.....	\$100 pair
Limited door sills.....	\$75 set of four
Breather tubes.....	\$10 each
734Z starter with solenoid.....	\$50

(Parts For Sale continued from page 24)

Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$100 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
Special radiator.....	\$75
Battery tray.....	\$20
Special manifold, complete.....	\$75
Special hood sides & tops.....	\$25 each
Century radiator.....	\$100
Used 5 post voltage regulators.....	\$25
NORS voltage regulator, new in box.....	\$60

• **1937 & 1938 PARTS**

Large series transmissions.....	\$300
Special air cleaners.....	\$50
Radio hanger brackets.....	\$25
Large series flywheel with good teeth.....	\$100
Big Series spark plug cover.....	\$100
Headlight buckets.....	\$20 each
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$10 each
Headlight bezels.....	\$20 each
Trunk hinges.....	\$50 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$75 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50
4-Post voltage regulator, used.....	\$25
15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN 55316

(763) 427-3460

---

NOS Buick Parts

• **NOS 1937-38 PARTS**

Series 40 Connecting rod bolt and nut, have pair.....	\$2 pair
All series, shifter yoke to haft screw, 1st, revers, 2nd & 3rd, have two.....	\$1 each
40-60 Series, hubcap retaining clips for rims, have 8.....	\$0.25 each
Used horn ring.....	\$40
Ignition point set, NORS.....	\$5 each
Big Series Transmission counter gear bronze thrust washer, rear.....	\$3
Big Series Trnsmission counter gear bearing retaining washers.....	\$4 pair
Big Series Main Driveshaft snap rings.....	\$1
Big Series Transmission main drive gear bearing washer retainer.....	\$1
All series, muffler, NORS.....	\$80

(Parts For Sale continued from page 25)

• **1937 PARTS - Not NOS**

- 40-60 Series Locking Door handle, 1st type with offset shank, marked T19500... \$35 each
- **1938 PARTS - Not NOS**

All Series, gas gauge.....	\$65
Right taillight door, used.....	\$10
Special clutch release rod adjusting nut.....	\$5
Special water pump, GM, rebuilt, after engine #4-3535259.....	\$65
40-60 series real axle radius rod bushings.....	\$15 set
Big Series clutch pedal return spring eye bolt.....	\$3

All parts NOS except as noted. Please add 15%, \$4 minimum postage.

*Bob Graves (#1136)*

*56 Dartmouth St.*

*Lynn, MA 01904*

*Phone: (781) 593-9534*

• **PARTS FOR 1938 SPECIAL MODEL 41**

*No reasonable offer refused.*

Fuel Pump • Complete Carter Carb. used with starter switch • Starter • Radiator  
Transmission, 3 speed, partially disassembled • Gas tank with sending unit • Rim • Hood  
Front bumper with brackets • Rear bumper with brackets • Right Side panel • Horn  
Left side panel • Some side chrome • Complete Rear End and Torque tube • Bumper Guard  
License plate holder • License plate bracket • 3 Inside door handles with mechanism  
2 Inside window handles • Vent window handle with mechanism • Radio antenna with cable  
speedometer and gauge cluster for dash • Bright light switch • Parking light lenses, plastic  
Headlight switch • radio knob • Headlight ring • Ashtray • 2 taillight gaskets • Distributor  
Wiper holder • Dome light cover • Windshield washer kit • Dole temperature control valve • 2 rear  
shocks • 2 rear springs • 2 front drums with bearings • Front nose  
2 sets of generator brushes, new • 2 sets of starter brushes, new • Some literature

*Make an offer for all or some of these parts.*

Please call between 6:00p.m. and 9:00p.m. CST

*John Gillio (#1016)*

*15329 Ridgeland*

*Oak Forest, Illinois 60452*

*Phone: (708) 687-4303*

*E-mail: jondon17@prodigy.net*

• **PARTS FOR 1938 SPECIAL**

1938 Special Sidemounts, Came off a 38 Model 41 Sedan without drive train. (*I have other ones*)  
Complete set, fenders, covers and mounting hardware. Very nice with no rust.....\$2,500  
Complete set and 38 Model 41 Sedan w/o drive train.....\$3,500

*The Buick Bonery*

*Ken Schmidt (The Buick Guru)*

*Ph: (916) 381-5271 • FAX (916) 381-0702 • E-mail: BuickBonery@webtv.net*

• **1938 PARTS:**

Rear bumper guard.....	\$75
Clock.....	\$35
Grille, no cracks.....	\$100
Gas tank.....	\$75
Running boards.....	\$100
Front nose stainless strip, some small dings.....	\$100
Hood hinge.....	\$75
Parking light chrome, no breaks .....	\$75 pair
New 4-Post voltage regulator .....	\$75
Special manifold .....	\$60

(Parts For Sale continued from page 25)

Small series starter and generator.....	\$40 each
Taillight housing and glass.....	\$50
Buick trunk emblem.....	\$30
Headlight bezels, new.....	\$50
Dashboard.....	\$25
Small series distributor.....	\$75
Light switch.....	\$35
Trunklid, needs work.....	\$90
Head and valves, no cracks.....	\$100
Used water pump.....	\$35

Some exterior stainless trim strips, inquire. All plus 15% shipping

Joseph Kassakian (#26)

The Carpet Gallery

17 Water St.

Newton, NJ 07860

(973) 383-5435

• **1937 PARTS:**

King pin set, 50-60 series, NOS.....	\$55
Amp gauge, NOS.....	\$75
Oil gauge, NOS.....	\$75
Clock, used.....	\$55
Robe rail w/mounting hardware; 2-Door.....	\$75
Window crank, NOS.....	\$35
Rear view mirror, NOS.....	\$60
Belt molding, 40 series, coupe & conv, 8 pieces.....	\$150
Taillight lens, NOS.....	\$35
Taillight, complete, pair.....	\$75

• **1938 PARTS:**

Temp & gas gauge, temp gauge w/sending unit.....	\$95
Clock.....	\$55
Trunk hinges, used, left & right.....	\$40

• **1937 & 1938 PARTS:**

Horn ring, chrome.....	\$125
Door handle w/lock & key, exterior.....	\$95
Headlight lens, NOS, left & right.....	\$75
Door handles, interior, used.....	\$5 to \$20
Door handles, exterior, used.....	\$20-\$75
Interior plastic knobs & pulls.....	call for price

For complete parts list for 1937 & 1938, e-mail FAX number or mailing address to BUICKPTS@AOL.COM

BELL BUICK PARTS

Al Bell (#1061)

4982 Hubner Cr.

Sarasota, FL 34241

# Liturature FOR SALE

**BUICK SHOP MANUALS**

• 1937 (250 pages)   • 1938 (292 pages)   \$29.95 each

Alex Voss (1494)

4850 37th Ave. So., Seattle, WA 98118

Tel: (206) 721-3077

# Parts WANTED

## • PARTS WANTED:

'37-'38 Century  
Ring gear and pinion set 3.9 ratio.  
Pat Jacobs (#1308)  
Phone: (360) 568-3212  
or  
E-mail at:  
jacobsp2@Juno.com

## • PARTS WANTED:

For 1938 Roadmaster: Front headlights, the complete units, fender lights and rear lights.  
Also need the glove compartment lid with clock, and the steering wheel with horn ring.  
Odd Skjei (#1562)  
7519 Elvarli, NORWAY  
Fax. +47 73 95 99 01  
E-mail: odd.skjei@siemens.no

# Cars WANTED

## • CAR WANTED:

1937 or 1938 four door *Century* or *Limited* sedan. Want a vehicle which has had a recent, quality and complete restoration. Will buy for cash, or if seller prefers will consider trading my '37 *Special fastback* sedan toward your vehicle.

Jon Gibson (#1561)  
Office: (916) 364-5000  
Home: (530) 676-9106 PST

## • CAR WANTED:

1937 Roadmaster 4-Door Trunk Back Sedan Model 81 with low mileage. Recent restoration in number 2 or better condition. Also want a 1937 Limited, any model, in number 2 or better condition.

John Welby (#1497)  
1665 Shipman Rd.  
Oxford, MI 48371  
Phone: (248) 628-8787

# Cars FOR SALE

## • 1937 SPECIAL FOR SALE:

Model 41 trunk back sedan. New chrome, paint, tires, glass, Lebaron Bonney interior. Like new.  
**\$12,000** or offer.

Gerald McGann (#1328)  
Phone: (815) 467-2191 (Illinois)  
E-mail: grm6100@aol.com.



## • 1937 CENTURY FOR SALE:

4-Door Sedan Model 61. Runs good with original interior, radio & heater. 4 radial tires with spare in trunk.

Shop Manual & back issues of  
Torque Tube included.

**\$4,800.**  
Jim Knox (#1342)  
Palmdale, CA  
Phone: (661) 267-1633

(Cars For Sale continued from page 27)

# Cars FOR SALE



## • 1938 SPECIAL FOR SALE:

2-Door Trunk Back Sedan Model 48  
Restored about 12 years ago.  
Very good running condition.  
A few extra parts included.

**\$22,000**

Lester Stephenson (#19)  
6158 Sundra Circle  
E. Petersburg, PA 17520  
Phone: (717) 569-3059  
after 4 pm EST

## • 1938 SPECIAL FOR SALE:

4-Door Trunk Back Sedan Model 41. Tan with brown interior, wide-white-wall tires, radio, heater, clock, push-button starter, oil filter. Good condition, runs great. An excellent 20 footer.

**\$7,500.**

Ben Jarvis (#1181)  
923 Devore Rd.  
Devore, CA 92407  
Home Phone: (909) 880-8975  
Office Phone: (909) 823-8000



## • 1937 CENTURY COUPE FOR SALE:

1937 Century Coupe, runs good, 98% complete, some rust.....\$6,000 or \$7,200 with sidemounts.

Dave Tacheny (#997)  
11949 Oregon Ave. N.  
Champlin, MN 55316  
(763) 427-3460

## • 1939 SPECIAL CONVERTIBLE

Maroon Special Convertible  
Coupe Model 46C  
Won 1995 Buick Senior Gold  
award and 1997 AACA Senior  
Second Place Award.

**\$31,000 obo**

John Geuss  
12804 Hillcreek Drive  
Palos Park, IL 60464  
Phone: (708) 448-6690



## 1937 - 1938 Buick "Hood Hinges"

FOR SALE

*All stainless steel reproduction of the original trim*

\$195.00 plus shipping and tax (ca)



*All orders custom "cut to length"  
to fit your model and year.*

(916) 362 2597

email: marbo1000@aol.com

Bobs Specialty Parts  
9282 Sungold way  
Sacramento, Ca. 95826

## 1904-1965 BUICK RESEARCH SERVICE

More information and detail about your specific 1937 or 1938 Buick year, model and serial number than you can get from any other source. SATISFACTION GUARANTEED.

Complete Research Package \$50.00, \$60.00 if shipped outside the USA.

Additional information available at <http://www.OldBuickArchive.com>. Also check out 1937 and 1938 in the "Valve-In-Head Archive" at the web site for a listing of reference material that can be photo copied for research purposes.

## 1937 BUICK HIGH QUALITY VIDEO

1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item. SATISFACTION GUARANTEED. \$39.95 including shipping.



**TERRY DUNHAM**  
AUTOMOTIVE RESEARCH SERVICES



P.O. Box 4057, Apopka, Florida 32704-4057  
e-mail: [Buickohv@aol.com](mailto:Buickohv@aol.com) • web site: [www.OldBuickArchive.com](http://www.OldBuickArchive.com)

## 1937-38 BUICK



**DOOR WEATHERSEAL-SPONGE**  
 Glue-in.....DW-378.....\$1.90 ft.  
 Clip-in.....DW-89.....\$3.50 ft.  
 Clips.....WC-80.....\$0.75 ea.

**DOOR BOTTOM SEAL**  
 Clip Type.....DW-369.....\$2.75 ft.

**TRUNK SEAL-SEDANS 1/2" Wide;**  
 Ser. 80-90.....TW-371.....\$38.50  
 Sedans. 3/4" Wide:  
 Ser. 40-60.....TW-371S.....\$38.50

**TRUNK SEAL For COUPES. 5/8" x 1"**  
 Sponge.....TL-369.....\$2.00 ft.  
 1/2"x1"x16'.....TL-1129.....\$48.50

**CLUTCH and BRAKE PEDALS Ser. 40-60**  
 Black.....CB-343BK.....\$6.25 ea  
 Brown.....CB-343BN.....\$6.25 ea

**PEDAL FLOOR SEALS; All Models**  
 FS-375.....\$12.95 pr.

**1937 ONLY! ACCELERATOR PEDAL Ser 40-60**  
 Black.....AP-37B.....\$32.00  
 Brown.....AP-37BN.....\$35.50

**SHIFT BOOT. 1937-38 Series 40 Only!**  
 Black.....\$9.25  
 Brown.....\$18.50  
 Series 80-90 Black Only.....\$8.50

**DOOR SILLS; Trim To Fit**  
 2-Door.....\$69.50 pr.  
 4-Door.....\$104.25 set

**GLOVE BOXES**.....\$27.00 ea.

**PARKING LIGHT LENS**.....\$18.95 ea

**CARB. KITS: CARTER**  
 CK-360C.....\$26.50  
 Stromberg CK-37XS.....\$27.50

**TORQUE BALL SEAL KIT; All Models**  
 TBK-343.....\$27.00

**VISOR "VANITY" MIRROR.**  
 VM-379.....\$28.50 ea

**LICENSE PLATE FRAMES. Chromed Brass**  
 LF-333P.....\$62.00 Pair

**FRONT END PARTS For 40-60 Series;**  
 Upper Outer Kit.....\$39.50  
 King Pin Sets.....\$39.75  
 Lower Inner Bushings.....\$22.00  
 Tie Rod End.....\$27.00



**EXHAUST MANIFOLDS**  
 1937-38 Series 60-80-90  
 ENDS \$192. Center \$192. Valve Body \$199



**RUNNING BOARD INSULATORS. 1937-38**  
 All Models. ALL NEW MATERIAL!  
 4 Needed Per Running Board.  
 RI-378S.....Set of 8.....\$175.00



**HOOD REST PADS. 1937-38 6-8 Per. Car.**  
 HR-378.....\$3.50 ea.



**DASH GLASS, SILK-SCREENED on Back of**  
 Glass in Colors as Original.

1937.....SPEEDO....DG-37.....\$39
.....RADIO....RG-37.....\$28
.....CLOCK....CG-37.....\$28
1938.....SPEEDO....DG-38.....\$39
.....RADIO....RG-38.....\$28
.....CLOCK....CG-38.....\$28



**PLASTIC DASH KNOBS.....DK-37/8.....\$6.00**  
**PLASTIC DOOR HANDLE and Window-**  
**Winder Rings.....HE-37/8.....\$6.00**



**OUTSIDE DOOR HANDLE CHROME**

and RUBBER GROMMETS.

1 FERRULE & 1 GROMMET Per Set.
1937.....DGF-296.....\$9.50/Set
1938.....DGF-380.....\$5.50/Set



**DOOR FERRULE INSTALLATION TOOL**  
 \$20 Refundable if Returned Within 30 Days

DF-TOOL.....\$29.25
---------------------



**1938 TRUNK HANDLE/LIGHT MOUNTING**  
**SEAL.....DH-381.....\$9.75**



**MOTOR MOUNT, FRONT. All Models**

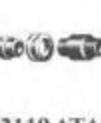
ROUND PADS.....SP-338.....\$11.00 pr.
Mount.....MM-347.....\$52.50 pr.



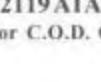
**1937 HUB CAPS. All Ser.....HC-37.....\$60 ea.**  
 Wheel Beauty Rings 15"or16".....\$110/ Set of 4



**1937 or 1938 HOOD ORNAMENT.....\$85**



**SOME OTHER ITEMS WE STOCK; BEARINGS,**  
 Decals, Engine Paint, Shop Manuals, Parts Books, Body Books,  
 +more



**SHIPPING (Unless otherwise noted on**

**Invoice)**

Minimum Shipping Charge.....\$4.95
\$17.50-\$49.00 Order.....\$5.95
\$50.00-\$99.99 Order.....\$7.95

\$100 and up.....\$9.95
-------------------------

**BOB'S AUTOMOBILIA BOX 2119 ATASCADERO, CA 93423 TELEPHONE (805) 434-2963**  
 VISA - MASTERCARD - DISCOVER or C.O.D. CATALOG #47 \$5.00 or ONLINE at [www.bobsautomobilia.com](http://www.bobsautomobilia.com)

## BUICK...Upholstery and Top Kits 1927/1955

Since 1977.. Hampton Coach has been producing only the finest quality Interior and Top products available for GM cars.

We offer complete interior Kits Seat Upholstery, Tops and related accessories as well as "era" fabric by the yard... Inquire Toll Free... for Free Literature, Prices, Fabric Samples and Parts Catalog...

1-888-388-8726



[www.hamptoncoach.com](http://www.hamptoncoach.com)

H A M P T O N

6 Chestnut Street Amesbury, MA 01913  
Tel 978-388-8047 Fax 978-388-1113



## J.B. Donaldson

2533 W. Cypress St.  
Phoenix, Arizona 85009  
(602) 278-4505



Beautifully Recast

### STEERING WHEELS

Call or write for brochure



**Restoration and repairs  
that are correct and authentic.**

**"I know your Buick."**

Former Director of  
Long Island, NY Chapter  
now has fully equipped shop  
in North Georgia.

Ron Stanger, BCA #21079

**Classic Car Works Ltd.,**  
3050 Upper Bethany Rd.  
Jasper, GA 30143  
Phone (770) 735-3945



## 1927 thru 1953 WIRING HARNESSSES

**AUTHENTIC REPRODUCTION  
WIRING SYSTEMS THRU 1953**  
• HAND CRAFTED WITH THE  
FINEST MATERIALS

**EACH SUPPLIED WITH:**

- LIMITED WARRANTY
- INSTALLATION INSTRUCTIONS
- SCHEMATICS

**ALSO OFFERING:**

- WIRING SUPPLIES

CATALOG OR INFORMATION \$5



BOX 435 WAYNE, PA. 19087

RESTORATION



SERVICES

Running Board / Rocker Moldings

1934 thru 1940

SSAE for Information

BUICK RESTORATION SERVICES

P.O. BOX 442, PERRY, MICHIGAN 48872

